

Make for the cars
that make sense . . . **WOLSELEY** the real Gem!



Wolseley Hornet Mk. III



The world of Wolseley in a magnificent Mini. Different. A car of distinction with all the delightful driving characteristics—and the economy—of the Mini 1000. A revelation in roominess. A connoisseur's car with its unstinted luxury, real leather seating, detailed refinement and sheer technical excellence as a car. New features include a clever multi-purpose switch on the steering-column for control of direction indicators, headlamp flasher, horn and high/low beam. Hydrolastic* suspension, of course, and the world's finest automatic transmission if you wish it—so worthwhile on a car of this calibre. The Wolseley Hornet Mk. III. Truly a gem.

Engine: Four-cylinder, transverse, o.h.v., 998-c.c., 38 b.h.p. at 5,250 r.p.m. In unit with clutch, gearbox and final drive.

Clutch: Diaphragm spring, $7\frac{1}{8}$ in. (0.18 m.) diameter.

Gearbox: Four-speed, all-synchromesh, with remote control, centre-floor gear-change.

Final Drive: Front-wheel drive, open shafts with universals. Ratio: 3.765 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.20—10 Dunlop tyres.

Brakes: Hydraulic; with two leading shoes at front, leading and trailing at rear. 7 in. (0.18 m.) diameter drums all round.

Suspension: Hydrolastic* displacers interconnected front to rear.

Electrical: 12-volt, 34 amp.-hr battery.

Instruments: Speedometer. Fuel, water temperature and oil pressure gauges. Warning lamps to show flashers, headlamp high-beam, and dynamo not charging. Single lever on steering-column controls horn, headlamp flasher, high/low beam, and self-cancelling direction indicators.

Coachwork: Four-seater de-luxe Saloon, with wind-down windows in doors. Leather seat trim.

Dimensions: Overall length, 10 ft. $10\frac{5}{16}$ in. (3.31 m.). Overall width, 4 ft. $7\frac{1}{2}$ in. (1.41 m.). Overall height, 4 ft. 5 in. (1.34 m.).

Optional extras: Automatic transmission; reclining front seats; electrically heated rear window.

* Hydrolastic is a registered Trade Mark



Wolseley 1300 Mk. II



All the brilliant engineering of the 1300, plus luxury in depth and the accolade of distinction at the grille—*Wolseley*. An aristocrat. Compact, clean-lined, but splendidly roomy with real leather seating. Responsive, with all-synchromesh gearbox and lusty 1275-c.c. engine. A superb car to drive. A pleasure to park. Now replete with new form-hugging seats, all-new safety and trim features, new single colour schemes. Deep luxury. Deep reserves of power for safety—with a surprising economy. Hydro-*lastic** suspension, naturally. Automatic transmission is optional but highly recommended for a car that can give you everything. The aristocratic Wolseley 1300 Mk. II.

Engine: Four-cylinder, transverse, o.h.v., 1275-c.c., 65 b.h.p. at 5,750 r.p.m.

Clutch: Diaphragm spring, $7\frac{1}{8}$ in. (0.18 m.) diameter.

Gearbox: Four-speed all-synchromesh with remote control, centre-floor gear-change.

Final Drive: Front-wheel drive, open shafts with universals.

Steering: Rack and pinion.

Road Wheels: Pressed steel disc, 5.50—12 Dunlop tyres.

Brakes: Hydraulic: 8 in. (0.20 m.) discs front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: Hydrolastic* displacers interconnected front to rear.

Electrical: 12-volt, 40 amp.-hr. battery.

Instruments: Speedometer. Fuel and water temperature gauges. Warning lamps show low oil pressure, dirty oil filter, headlamp high-beam, and dynamo not charging. Single lever on steering-column controls horn, headlamp flasher, high/low beam, and self-cancelling direction indicators. Repeater flashers on front wings.

Coachwork: Four/five-seater deluxe Saloon with leather seat trim.

Dimensions: Overall length, 12 ft. $2\frac{3}{4}$ in. (3.73 m.). Overall width, 5 ft. $0\frac{3}{8}$ in. (1.53 m.). Overall height, 4 ft. $5\frac{7}{8}$ in. (1.37 m.).

Optional Extras: Automatic transmission; reclining front seats; electrically heated rear window.

* Hydrolastic is a registered Trade Mark

Lavish motoring. The luxury of 'coach-built' standards. The silent surging power of one of today's most famous engines—the BMC 'B'-series 1622-c.c. The 16/60 cruises effortlessly all day at motorway speeds. Smooths its way serenely through traffic. Cossets a whole family in elegant comfort. Does it all with gratifying economy. Finest leather on all seats. Rich interior trim with deep pile carpets. Superb walnut veneer fascia with full complement of instruments. Panoramic vision and a wealth of safety features. A 'big' car with the fluent power that puts motoring on a new plane of enjoyment. Exceptional value for a car of its class. Automatic transmission a reasonably priced optional extra.

Engine: Four-cylinder, o.h.v., 1622-c.c., 61 b.h.p. at 4,500 r.p.m.

Clutch: 8 in. (0.20 m.) diameter.

Gearbox: Synchromesh second, third, top. Ratios: first 3.636 : 1; second 2.214 : 1; third 1.374 : 1; top 1.00 : 1; reverse 4.755 : 1.

Final Drive: Single shaft with needle-roller universals. Rear axle three-quarter floating hypoid. Ratio 4.3 : 1.

Steering: Cam and peg.

Road Wheels: Ventilated disc, 5.90—14 Dunlop tyres.

Brakes: Hydraulic: two leading shoes at front, leading and trailing at rear. Drum diameter 9 in. (0.23 m.).

Suspension: Front, independent;

rear, leaf springs. Hydraulic dampers. Anti-roll bars.

Electrical: 12-volt, 57 amp.-hr. battery.

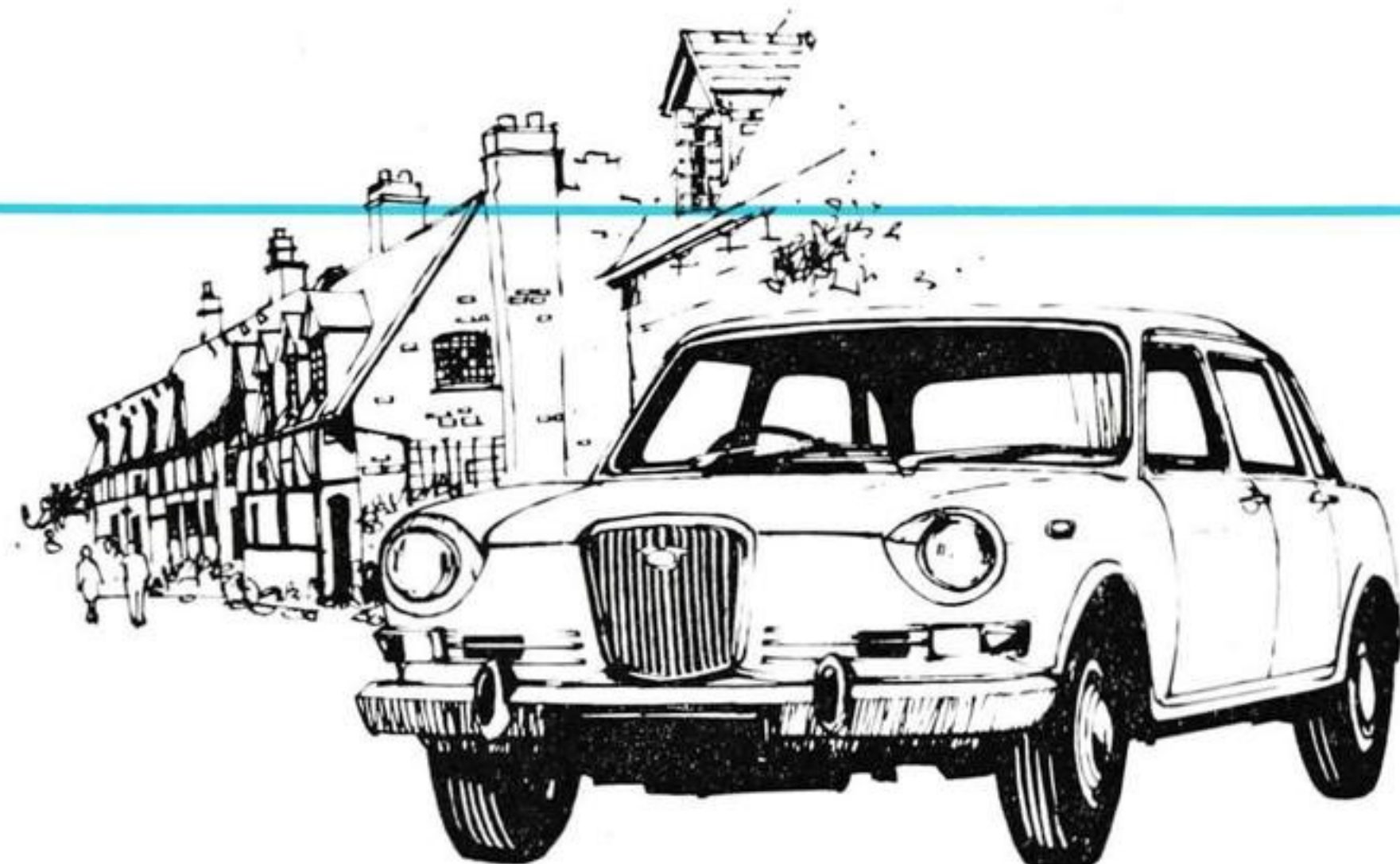
Instruments: Speedometer. Fuel and water temperature gauges. Oil pressure gauge. Electric clock. Warning lamps show dynamo not charging, headlamp high beam, and flashers.

Coachwork: Four/five-seater deluxe Saloon, with leather seat trim.

Dimensions: Overall length, 14 ft. 6½ in. (4.43 m.). Overall width, 5 ft. 3½ in. (1.61 m.). Overall height, 4 ft. 10⅛ in. (1.47 m.).

Optional Extras: Automatic transmission; reclining front seats; laminated windscreen; electrically heated rear window.





The ultimate in the world of Wolseley. The 18/85 is a lot of car—easy to handle as a Mini. In fact, the ideal business executive's or professional man's car for today.

Power comes with turbine smoothness from a transverse-mounted 1798-c.c. engine. Power—86.5 b.h.p. of it—that's exhilarating but *so safe* to exploit with power steering and the incredible stability of Hydrolastic* suspension. Inside, unreserved luxury and space. Outside, a clean-lined urgency and stance that places the 18/85 in the higher echelons of the world's great cars.

This is the latest BMC Wolseley; a car supremely ahead of its time in advanced engineering features. The world's finest value in prestige cars. Automatic transmission an optional and worthy extra.

Engine: Four-cylinder, transverse, o.h.v., 1798-c.c., 86.5 b.h.p. at 5,400 r.p.m.

Clutch: Diaphragm spring, 8 in. (0.20 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.292 : 1 ; second 2.06 : 1 ; third 1.384 : 1 ; top 1.00 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.882 : 1.

Steering: Power-assisted, rack and pinion.

Road Wheels: Pressed steel disc, 165 mm.—14 in. Dunlop SP 68 tyres.

Brakes: Servo-assisted hydraulic, $9\frac{9}{32}$ in. (0.24 m.) discs at front; 9 in. $\times$ $1\frac{3}{4}$ in. (0.23 m. $\times$ 0.045 m.) drums at rear with leading and trailing shoes.

Suspension: Hydrolastic* displacers interconnected front to rear.

Electrical: 12-volt, 50 amp.-hr. battery.

Instruments: Speedometer with mileage and trip recorder. Combined water temperature, fuel and oil pressure gauges. Warning lamps for generator not charging, dirty oil filter, and headlamp high-beam. Repeater flashers on front wings.

Coachwork: Five/six-seater, four-door, six-light saloon, seats trimmed in hide on contact surfaces, walnut-veneered fascia.

Dimensions: Overall length, 13 ft. $10\frac{1}{16}$ in. (4.22 m.). Overall width, 5 ft. 7 in. (1.70 m.). Overall height, 4 ft. 8 in. (1.42 m.).

Optional Extras: Automatic transmission; fully reclining front seat squabs; electrically heated rear window.

* Hydrolastic is a registered Trade Mark



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